SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

83

TIME TABLE

FOR THE

TUCSON DIVISION

To Take Effect Friday, October 1, 1920, at 12:01 A. M.

MOUNTAIN STANDARD TIME (105th MERIDIAN).

For the government and information of employes only, and not intended for the use of the public.

J. H. DYER,
General Manager.

T. H. WILLIAMS,
Assistant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

R. L. RUBY,
Assistant Superintendent of Transportation.

Eastward FROM SAN FRANCISCO

TOWARD SAN FRANCISCO Westward

Capacity of siding in car lengths, location of Scales, Water, Fuel, Turning and Telegraphone Stations.	SECOND CLASS					FIRST CLASS					Distance from San Francisco	Time Table No. 83 October 1, 1920	Distance from Gila	FIRST CLASS					SECOND CLASS		
	244	426	424	412	92	2	4	102	106	110				3	109	101	105	1	243	423	91
	SanFrancisco Manifest Freight	Freight	Local Freight	Freight	Los Angeles Manifest Freight	Californian	Golden State Limited	Sunset Limited	Phoenix Limited	Sunset Express				Golden State Limited	Sunset Express	Sunset Limited	Phoenix Limited	Californian	SanFrancisco Manifest Freight	Local Freight	Los Angeles Manifest Freight
	Leave Daily	Leave Daily	Leave Mon., Wed., Fri.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS Automatic Block Signals		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues., Thurs., Saturday	Arrive Daily
						10.53PM	5.53PM	4.48PM	1.15AM	12.55AM	732.7	YUMA (No Siding) 0.6	123.0	s 10.32AM	s 12.20PM	s 2.40PM	s 1.23AM	s 3.30AM			
Yard WYFTOP	5.05PM	2.00PM	7.10AM	6.50AM	12.17AM	s 10.56 11.06	s 5.56 6.06	s 4.51 5.00	s 1.20 1.30	s 12.59 1.10	733.3	DN-R PATIO 3.0	122.4	10.29 s 10.19	12.16 s 12.04PM	2.35 s 2.25	1.20 s 1.10	3.25 s 3.10	9.00AM	5.35PM	5.00AM
71	5.20	2.17	7.38	7.10	12.30	11.13	6.13	5.07	1.38	f 1.18	736.3	IVALON 3.8	119.4	10.11	f 11.56AM	2.17	1.02	3.00	8.40	5.20 5.02	4.30
71 P	5.30	2.45	8.20	7.25	12.55	11.18	6.18	5.12	1.46	f 1.26	740.1	DN ARABY 3.6	115.6	10.05	f 11.50	2.10	12.55	2.49	8.20	4.30	4.05
79 P	5.40	2.55	8.28	7.40	1.07	11.23	6.23	5.17	1.53	f 1.33	743.7	FORTUNA 2.9	112.0	9.59	f 11.43	2.04	12.48	2.39	8.08	4.16	3.40
71 P	5.50	3.05	8.38	8.00	1.15	11.28	6.27	5.21	1.58	f 1.38	746.6	BLAISDELL 3.6	109.1	9.54	f 11.37	1.59	12.42	2.31	8.00	4.05	3.25
20										f	750.2	KINTER (Spur) 3.3	105.5								
71 P	6.10	3.26	9.00	8.20	1.34	11.40	6.39	5.33	2.15	f 1.50	753.5	DN DOME 1.7	102.2	9.41	f 11.23	1.47	12.27	2.15	7.40	3.26	2.55
										f	755.2	GRANITE SPUR (Spur) 5.0	100.5		f						
71 P	6.25	3.45	9.30	8.35	2.02	11.51PM	6.49	5.43	2.25	f 2.02	760.2	LIGURTA 7.0	95.5	9.30	f 11.08	1.36	12.14	2.02	7.24	2.45	2.25 1.50
71 P	6.40	4.05	9.45	8.50	2.37	12.01AM	6.59	5.53	2.37	f 2.12	767.2	ADONDE 2.8	88.5	9.19	f 10.57	1.25	12.01AM	1.45	7.10	2.25	1.25
71 PW	7.07	4.30	9.55	9.14	2.55	12.10	7.07	6.00	2.45	s 2.20	770.0	DN WELLTON 3.1	85.7	9.14	s 10.52	1.20	11.54PM	1.38	7.00	2.05	1.05
79 P	7.20	4.45	10.05	9.22	3.05	12.15	7.12	6.05	2.50	f 2.25	773.1	KAFA 3.3	82.6	9.09	f 10.45	1.14	11.46	1.30	6.53	1.52	12.45
71 P	7.30	5.00	10.15	9.30	3.15	12.20	7.17	6.10	2.55	f 2.32	776.4	TACNA 3.7	79.3	9.04	f 10.38	1.09	11.41	1.23	6.45	1.39	12.20AM
79 P	7.45	5.12	10.31	9.38	3.25	12.26	7.23	6.15	3.00	f 2.37	780.1	GAEL 3.7	75.6	8.58	f 10.31	1.03	11.35	1.15	6.32	1.26	11.55PM
71 P	8.00	5.25	10.41	9.45	3.35	12.32	7.29	6.20	3.05	f 2.43	783.8	COLFRED 4.8	71.9	8.52	f 10.25	12.58	11.29	1.08	6.20	1.13	11.39
75 P	8.15	5.35	10.52	10.17	3.47	12.40	7.37	6.27	3.12	f 2.50	788.6	PEMBROKE 4.0	67.1	8.44	f 10.17	12.51	11.22	12.59	6.00	12.51	11.22
53 46 P	9.00	6.33	11.30	10.39	4.00	12.51	7.45	6.33	3.18	f 2.58	792.6	DN MOHAWK 3.3	63.1	8.36	f 10.09	12.45	11.16	12.51	5.45	12.30PM	11.00
71 P	9.15	7.05	11.45AM	10.50	4.15	12.58	7.51	6.39	3.24	f 3.04	795.9	KIM 4.6	59.8	8.29	f 9.59	12.37	11.08	12.43	5.12	11.45AM	10.08
71 P	9.40	7.20	12.01PM	11.05	4.30	1.05	7.58	6.45	3.31	f 3.12	800.5	STOVAL 5.7	55.2	8.22	f 9.50	12.29	11.01	12.36	5.00	11.05	9.40
69 P	10.01	7.42	12.20	11.20	4.45	1.14	8.07	6.53	3.39	f 3.21	806.2	MUSINA 5.7	49.5	8.13	f 9.40	12.20	10.53	12.27	4.45	10.35	9.24
72 W	10.45	8.00	12.55	11.38AM	5.20	1.23	8.16	7.01	3.47	f 3.31	811.9	DN AZTEC 7.8	43.8	8.04	f 9.30	12.11	10.45	12.18	4.25	10.15	9.00
71 P	11.05	8.28	1.20	12.01PM	6.00	1.36	8.28	7.11	3.58	f 3.44	819.7	STANWIX 2.3	36.0	7.52	f 9.16	12.01PM	10.32	12.06	3.58 3.39	9.55	8.28
77 P	11.20	8.38	1.35	12.30	6.10	1.42	8.32	7.15	4.02	f 3.49	822.0	LAVA 2.9	33.7	7.48	f 9.11	11.57AM	10.28	12.02AM	3.30	9.45	7.45
Y											824.9	DELOSA 1.2	30.8								
East 89 PWF West 82	11.55PM	9.29	2.15	1.15	6.50	1.55	8.43	7.25	4.12	s 4.00	826.1	DN SENTINEL 7.0	29.6	7.41	s 9.02	11.50	10.20	s 11.55PM	3.20	9.32	7.25
71 P	12.30AM	10.04	3.30	1.45	7.25	2.08	8.53	7.35	4.23	f 4.13	833.1	TARTRON 6.8	22.6	7.25	f 8.45	11.33	10.04	11.33	2.50	8.45	6.50
71 P	12.45	10.30	3.50	2.40	7.40	2.20	9.03	7.44	4.34	f 4.24	839.9	DN PIEDRA 5.6	15.8	7.15	f 8.34	11.24	9.54	11.21	2.20	8.15	6.25
71 P	1.00	11.12	4.20	3.25	8.00	2.31	9.11	7.51	4.43	f 4.33	845.5	THEBA 4.8	10.2	7.07	f 8.25	11.15	9.45	11.12	1.55	8.00	6.00
71 P	1.30	11.33	4.38	4.05	8.17	2.40	9.18	7.58	4.51	f 4.41	850.3	SMURR 5.4	5.4	6.59	f 8.17	11.06	9.36	11.04	1.30	7.49	5.32
Yard WTFP	2.00AM	11.59PM	5.10PM	4.40PM	9.17AM	s 2.50AM	s 9.27PM	s 8.06PM	s 5.00AM	s 4.55AM	855.7	DN-R GILA	0.0	6.50AM	8.08AM	10.57AM	9.27PM	10.55PM	1.00AM	7.35AM	5.10PM
	Arrive Daily	Arrive Daily	Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(123.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tues., Thurs., Saturday	Leave Daily
	(8.55) 13.72	(9.59) 12.26	(10.00) 12.24	(9.50) 12.45	(9.00) 13.60	(3.57) 31.13	(3.34) 34.48	(3.18) 37.27	(3.45) 32.80	(4.00) 30.75		Total Time Average speed per hour		(3.42) 33.24	(4.12) 29.28	(3.43) 33.09	(3.56) 31.27	(4.35) 26.83	(8.00) 15.30	(10.00) 12.24	(11.50) 10.34

Westward trains are superior to trains of the same class in the opposite direction.

No. 101 will stop at any station to discharge passengers holding tickets from San Antonio and points east.
No. 102 will stop on signal at any station to receive passengers for San Antonio and points east.
No. 1 will stop at any station to discharge passengers holding tickets from points east of Tucson.
Nos. 3 and 4 will stop at any station to discharge or receive passengers holding tickets from or for points east of Topeka, Kansas.

GILA SUBDIVISION

Eastward FROM SAN FRANCISCO

TOWARD SAN FRANCISCO Westward

Capacity of sidings in car lengths, location of Scales, Water, Fuel, Turning and Telegraphe Stations	SECOND CLASS					FIRST CLASS						Distance from San Francisco	Time Table No. 83 October 1, 1920	Distance from Tucson	FIRST CLASS						SECOND CLASS		
	426 Freight	422 Local Freight	412 Freight	92 Los Angeles Manifest Freight	244 San Francisco Manifest Freight	4 Golden State Limited	102 Sunset Limited	108 Maricopa-Tucson Passenger	110 Sunset Express	106 Phoenix Limited	2 Californian		STATIONS		3 Golden State Limited	109 Sunset Express	101 Sunset Limited	107 Tucson-Maricopa Passenger	105 Phoenix Limited	1 Californian	91 Los Angeles Manifest Freight	419 Local Freight	243 San Francisco Manifest Freight
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily except Sunday	Arrive Daily
Yard WFTP	11.15PM	10.00PM	3.00PM	10.00AM	2.30AM	9.32PM	8.11PM		5.10AM	5.05AM	2.55AM	855.7	Automatic Block Signals DN-R GILA 3.4	128.2	s 6.45AM	s 8.02AM	s 10.52AM		s 9.22PM	s 10.50PM	3.30PM	6.40PM	12.40AM
71 P	11.45PM	10.15	3.15	10.15	2.45	9.40	8.17		f 5.18	5.13	3.03	859.1	COLEDON 6.0	124.8	6.37	f 7.54	10.45		9.15	10.42	3.15	6.25	12.25
71 P	12.09AM	10.34	3.45	10.37	3.16	9.52	8.28		f 5.32	5.25	3.16	865.1	N BOSQUE 4.0	118.8	6.29	f 7.44	10.37		9.07	10.34	2.50	6.10	12.09AM
71 P	12.30	10.55	4.10	11.10	3.35	10.03	8.37		f 5.44	5.37	3.27	869.1	OCAPOS 5.5	114.8	6.20	f 7.35	10.28		8.58	10.25	2.30	5.50	11.35PM
80 PY	1.00	11.10	4.50	11.35	4.00	10.15	8.48		f 6.10	5.50	3.40	874.6	DN ESTRELLA 4.8	109.3	6.10	f 7.25	10.18		8.48	10.15	2.10	5.30	11.10
71 P	1.10	11.40	5.05	11.59AM	4.25	10.23	8.56		f 6.20	6.00	3.49	879.4	BUCHAN 4.3	104.5	6.00	f 7.17	10.10		8.30	10.00	1.35	5.05	10.45
71 PW	1.20	11.59PM	5.15	12.20PM	4.45	10.30	9.03		f 6.30	6.10	3.56	883.7	MOBILE 4.7	100.2	5.50	f 7.10	10.03		8.22	9.53	1.05	4.45	10.30
71 P	1.30	12.15AM	5.25	12.45	5.10	10.37	9.10		f 6.40	6.20	4.04	888.4	ENID 4.4	95.5	5.42	f 7.02	9.55		8.13	9.45	12.45	4.25	10.10
71 P	1.40	12.30	5.35	1.00	5.34	10.44	9.17		f 6.55	6.30	4.11	892.8	HEATON 5.0	91.1	5.34	f 6.55	9.48		8.05	9.38	12.20PM	4.05	9.55
West 64 WYOP East 70	2.10	1.00 2.20	5.50	1.20	5.50 6.25	s 11.03	s 9.30	8.05PM	s 7.05 7.20	s 6.45AM	s 4.20 4.45	897.8	Auto. Block Signals DNR MARICOPA 5.1	86.1	5.25 s 5.08	6.45 s 6.25	9.40 s 9.35	s 7.15PM	7.55PM	9.30 s 9.10	11.58AM	3.30	9.40 9.00
70 P	2.30	2.40	6.05	1.35	6.45	11.11	9.38	f 8.18	f 7.28		4.59	902.9	LIRIM 4.8	81.0	4.59	f 6.16	9.26	f 7.00		9.00	11.20	1.35	8.18
79 P	2.48	3.00	6.20	2.00	7.00	11.18	9.45	f 8.30	f 7.37		5.08	907.7	BON 4.8	76.2	4.51	f 6.08	9.19	f 6.50		8.52	11.00	1.15	8.00
71 P	3.05	3.20	6.40	2.25	7.15	11.25	9.52	f 8.44	f 7.45		5.16	912.5	NUNEZ 6.3	71.4	4.44	f 6.00	9.12	f 6.40		8.44	10.25	1.00	7.45
71 PW	3.32	3.45 6.00	7.20	2.55	7.40	11.36	10.02	s 8.56	s 7.59		f 5.29	918.8	DN CASA GRANDE 4.9	65.1	4.34	s 5.50	9.04	s 6.30		s 8.34	9.55	12.40	7.20
71 P	4.00	6.30	7.40	3.20	7.55	11.44	10.09	f 9.05	f 8.08		5.39	923.7	ARIZOLA 4.7	60.2	4.26	f 5.39	8.57	f 6.15		8.21	9.35	12.01PM	6.55
71 P	4.19	7.00	8.13	3.45	8.16	11.52	10.16	s 9.14	f 8.16		5.49	928.4	D TOLTEC 4.7	55.5	4.19	f 5.29	8.50	s 6.06		8.13	9.17	11.50AM	6.33
71 P	4.45	7.30	8.27	4.10	8.38 9.00	11.59PM	10.23	f 9.23	f 8.24		5.59	933.1	ELOY 4.4	50.8	4.11	f 5.20	8.43	f 5.56		8.06	9.00	11.35	5.56
76 FW	5.11	7.45	8.40	4.30	9.25	12.07AM	10.30	f 9.31	f 8.37		6.09	937.5	N PICACHO 3.2	46.4	4.04	f 5.11	8.37	f 5.48		7.59	8.37	11.25	5.15
76	5.35	8.00	8.50	4.45	9.45	12.12	10.35	f 9.40	f 8.44		6.14	940.7	OCATILLA 3.5	43.2	3.59	f 5.05	8.32	f 5.41		7.54	8.00	11.15	4.45
70 P	6.00	8.26	9.02	5.33	10.05	12.17	10.40	f 9.47	f 8.51		6.19	944.2	WYMOLA 7.2	39.7	3.54	f 4.58	8.26	f 5.33		7.48	7.45	11.05	4.32
72 PWY	6.15	9.04	10.00	5.55	10.45	12.30	10.51	s 10.00	s 9.04		f 6.36	951.4	Auto. Block Signals DN RED ROCK 7.0	32.5	3.43	s 4.45	8.16	s 5.21		s 7.37	7.25	10.45	4.15
71 P	6.48	10.10	10.25	6.15	11.10	12.41	11.01	f 10.12	f 9.18		6.48	958.4	NAVISKA 3.8	25.5	3.33	f 4.27	8.06	f 5.07		7.24	6.48	10.10	4.00
78 P	7.25	10.40	10.40	6.30	11.20	12.47	11.08	f 10.18	f 9.25		6.54	962.2	MARANA 4.7	21.7	3.27	f 4.20	8.00	f 5.00		7.18	6.10	9.58	3.40
75 W	7.53	11.40AM	11.16	6.43	11.40	12.54	11.16	s 10.27	f 9.36		7.02	966.9	DN RILLITO 5.2	17.0	3.19	f 4.10	7.53	s 4.51		7.11	5.45	9.36	3.20
71 P	8.20	12.30PM	11.50PM	7.03	11.55AM	1.02	11.25	f 10.36	f 9.47		7.12	972.1	CORTARO 5.3	11.8	3.12	f 3.59	7.45	f 4.41		7.03	5.25	9.16	3.05
71 W	8.40	1.15	12.30AM	7.40	12.15PM	1.10	11.33	f 10.45	f 9.58		7.22	977.4	JAYNES 3.8	6.5	3.05	f 3.50	7.38	f 4.31		6.55	5.00	8.40	2.45
71 P	8.55	1.40	12.45	7.55	12.30	1.16	11.38	f 10.52	f 10.06		7.32	981.2	Auto. Block Signals DNR STOCKHAM 1.6	2.7	3.00	f 3.43	7.33	f 4.24		6.49	4.45	8.30	2.30
												982.8	E.P. & S.W. JCT. 1.1 Double Track	1.1									
Yard WFTOP	9.28AM	2.00PM	1.16AM	8.15PM	12.45PM	s 1.26AM	s 11.48PM	s 11.05PM	s 10.20AM		s 7.45AM	983.9	DN-R TUCSON (128.2)	0.0	2.50AM	3.33AM	7.25AM	4.15PM		6.40PM	4.30AM	8.15AM	2.15PM
	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily
	(10.13)	(16.00)	(10.16)	(10.15)	(10.15)	(3.54)	(3.37)	(3.00)	(5.10)	(1.40)	(4.50)		Total Time		(3.55)	(4.29)	(3.27)	(3.00)	(1.27)	(4.10)	(11.00)	(10.25)	(10.25)
	12.54	8.01	12.50	12.52	12.52	32.87	35.00	28.66	24.06	24.06	26.52		Average speed per hour		32.73	28.59	37.15	28.66	27.45	30.77	11.65	12.30	12.30

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No. 1 will stop at any station to discharge passengers from east of Tucson.

No. 101 will stop at any station to discharge passengers holding tickets from San Antonio and points east.

No. 102 will stop on signal at any station to receive passengers for San Antonio and points east.

Nos. 3 and 4 will stop on signal at any station to discharge or receive passengers from or for points east of Topeka, Kansas.

TUCSON SUBDIVISION

Eastward — FROM SAN FRANCISCO | TOWARD SAN FRANCISCO — Westward

Capacity of sidings in car lengths, location of Scales, Water, Fuel, Turning and Telegraphone Stations	SECOND CLASS					FIRST CLASS			Distance from San Francisco	Time Table No. 83 October 1, 1920	Distance from Lordsburg	FIRST CLASS			SECOND CLASS		
	92	244	412	418	426	110	4	102				109	101	1	243	417	91
	Los Angeles Manifest Freight	SanFrancisco Manifest Freight	Freight	Local Freight	Freight	Sunset Express	Golden State Limited	Sunset Limited				Sunset Express	Sunset Limited	Californian	SanFrancisco Manifest Freight	Local Freight	Los Angeles Manifest Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily
Yard YWFTOP	10.15PM	2.20PM	8.40AM	6.40AM	2.15AM	10.35AM	**1.40AM**	12.01AM	983.9	DN-R **TUCSON**	164.4	s 3.15AM	s 7.10AM	s 6.20PM	11.30AM	4.00PM	**1.30AM**
										0.8							
										T. & N. R. R. JCT.							
										3.0							
71 P	10.30	2.50	9.10	**7.02**	2.30	f 10.43	1.48	12.08	987.7	DNR POLVO	160.6	3.07	**7.02**	f 6.10	11.05	3.32	1.10
										3.0							
71 P	10.40	**3.12**	9.32	7.14	2.40	f **10.50**	1.55	12.13	990.7	WILMOT	157.6	3.02	6.57	f 6.05	**10.50**	**3.12**	12.50
										3.1							
71 P	10.50	3.30	9.50	7.26	**2.57**	f 10.57	2.02	12.18	993.8	RANKIN	154.5	**2.57**	6.52	f 6.00	10.25	2.53	12.39
										4.8							
72 W	11.05	4.07	**10.10**	7.44	3.15	f 11.06	2.11	**12.26**	998.6	ESMOND	149.7	2.50	6.44	f 5.52	**10.10**	2.30	**12.26**
										4.7							
71	11.25	4.17	10.30	8.02	4.00	f 11.16	2.20	12.33	1003.3	DN VAIL	145.0	f 2.42	6.36	f 5.43	9.55	2.07	12.05AM
										5.2							
71 P	**11.45PM**	4.33	10.55	8.20	4.30	f 11.27	**2.31**	12.44	1008.5	IRENE	139.8	**2.31**	6.25	f 5.30	9.30	1.42	**11.45PM**
										4.1							
72 PW	12.01AM	4.44	11.15	8.35	4.50	f 11.37	2.41	12.52	1012.6	D PANTANO	135.7	f 2.18	6.17	f 5.20	9.10	1.23	11.25
										3.5							
72 P	12.35	**5.12**	11.29	**8.50**	5.10	f 11.45	2.49	12.58	1016.1	BUELL	132.2	2.10	6.10	f **5.12**	**8.50**	1.05	11.10
										3.6							
72 P	**1.05**	5.30	**11.53AM**	9.05	5.25	f **11.53AM**	2.57	**1.05**	1019.7	AMOLE	128.6	1.59	6.03	f 5.05	8.25	12.47	10.55
										3.9							
North 71 South 71 Y	**1.50**	5.50	**12.30PM**	9.20	**5.56**	f 12.04PM	3.05	1.12	1023.6	DN MESCAL	124.7	f **1.50**	**5.56**	f 4.57	8.00	**12.30**	10.40
										4.6							
71 P	2.05	6.05	12.50	9.35	6.35	f **12.15**	3.14	1.20	1028.2	CHAMISO	120.1	1.38	5.47	f 4.46	7.30	**12.15PM**	10.20
										4.4							
Yard WFYP	2.20AM	6.20PM	1.25PM	9.50AM	**7.00AM**	s 12.25PM	s 3.25AM	s **1.28AM**	1032.6	DNR **BENSON**	115.7	**1.28AM**	5.38AM	4.35PM	**7.00AM**	11.45AM	10.00PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(48.7)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily
	(4.05)	(4.00)	(4.45)	(3.10)	(4.45)	(1.50)	(1.45)	(1.27)		....................Total Time....................		(1.47)	(1.32)	(1.45)	(4.30)	(4.15)	(3.30)
	11.92	12.17	10.25	15.38	10.25	26.56	27.83	33.58		..........Average speed per hour..........		27.30	31.76	27.83	10.82	11.46	13.91

D'ble Track — Tucson to Polvo

AUTOMATIC BLOCK SIGNALS — Tucson to Benson

Westward trains are superior to trains of the same class in the opposite direction.

No. 101 will stop at any station to discharge passengers holding tickets from San Antonio and points east.

No. 102 will stop on signal at any station to receive passengers for San Antonio and points east.

No. 1 will stop at any station to discharge passengers holding tickets from points east of El Paso.

No. 4 will stop at any station to receive passengers for points east of Topeka, Kans.

TUCSON SUBDIVISION—(Continued)

Eastward FROM SAN FRANCISCO — TOWARD SAN FRANCISCO Westward

Capacity of sidings in car lengths, location of Scales, Water, Fuel, Turning and Telegraphone Stations.	SECOND CLASS						FIRST CLASS			Distance from San Francisco	Time Table No. 83 October 1, 1920	Distance from Lordsburg	FIRST CLASS			SECOND CLASS			
	244 SanFrancisco Manifest Freight	412 Freight	418 Local Freight	426 Freight	92 Los Angeles Manifest Freight	428 Local Freight	110 Sunset Express	4 Golden State Limited	102 Sunset Limited				101 Sunset Limited	1 Californian	109 Sunset Express	417 Local Freight	427 Local Freight	91 Los Angeles Manifest Freight	243 SanFrancisco Manifest Freight
	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Mon., Wed., Fri.	Leave Daily	Leave Daily	Leave Daily		**STATIONS**		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Tues., Thurs., Sat.	Arrive Daily	Arrive Daily
Yard WFYP	6.30PM	1.35PM	10.00AM	7.25AM	2.30AM		12.30PM	3.30AM	1.31AM	1032.6	DNR **BENSON** 3.2	115.7	s 5.35AM	s 4.30PM	s 1.20AM	11.30AM		9.50PM	6.50AM
71 P	6.45	1.55	10.13	7.41	2.47		f 12.38	3.38	1.37	1035.8	FENNER 2.7	112.5	5.28	f 4.20	1.11	11.18		9.35	6.21
71 P	6.55	2.10	10.25	7.59	3.00		f 12.45	3.45	1.43	1038.5	CURVO 2.5	109.8	5.22	f 4.13	1.05	11.08		9.25	6.00
71 P	7.15	2.32	10.35	8.14	3.12		f 12.53	3.52	1.49	1041.0	DN SIBYL 2.9	107.3	5.16	f 4.07	12.59	10.58		9.15	5.40
71 P	7.30	2.51	**10.45**	8.33	3.22		f 1.00	3.58	1.54	1043.9	TULLY 3.4	104.4	5.11	f 4.00	12.53	**10.45**		8.58	5.25
71 PW	7.45	3.10	11.00	8.49	3.40		f 1.09	4.06	2.00	1047.3	OCHOA 3.5	101.0	**5.05**	f 3.53	12.47	10.20		8.45	**5.05**
71 P	8.00	**3.45**	11.15	9.12	3.55		f 1.18	4.13	2.07	1050.8	LANOCHA 3.1	97.5	4.58	f **3.45**	12.40	9.55		8.30	4.40
74 73 PY	**8.15**	4.00	11.35	**9.31**	**4.20**		f 1.27	4.20	2.13	1053.9	DN **DRAGOON** 4.4	94.4	4.52	f 3.38	f 12.33	**9.31**		**8.15**	**4.20**
71 P	8.45	4.30	11.55AM	9.54	**4.45**		f 1.35	4.27	2.19	1058.3	MANZORO 5.6	90.0	**4.45**	f 3.26	12.23	9.15		7.45	3.50
75	9.15	4.45	12.20PM	10.15	5.00		s 1.50	**4.36**	2.27	1063.9	D **COCHISE** 5.7	84.4	**4.36**	s 3.16	f 12.14	8.57		7.20	3.25
71 P	9.30	5.00	12.50	10.41	5.15		f 2.00	4.44	2.35	1069.6	HADO 5.1	78.7	4.28	f 3.02	12.04AM	8.37		6.55	3.00
75 YW	9.45	5.20	1.10	11.01	5.35		s 2.17	4.52	**2.43**	1074.7	DN **WILLCOX** 4.7	73.6	4.20	s 2.53	s 11.55PM	8.20		6.30	**2.43**
69 P	10.01	5.35	1.35	11.29	6.00		f 2.25	5.00	2.50	1079.4	DRURY 3.2	68.9	4.13	2.38	f 11.41	7.50		6.05	2.15
52 48 PY	10.20	**5.50**	1.50	11.59AM	6.15		f **2.31**	5.06	2.55	1082.6	DN RASO 5.1	65.7	4.08	f **2.31**	11.35	7.40		**5.50**	2.00
73 P	10.32	6.05	**2.17**	12.21PM	6.33		f 2.40	5.14	3.03	1087.7	ALRICH 3.3	60.6	4.00	**2.17**	f 11.26	7.20		5.20	1.40
70 P	10.40	6.30	2.32	12.31	6.43		f 2.46	5.20	3.08	1091.0	LUZENA 3.5	57.3	3.54	f 2.10	11.21	7.05		5.07	1.30
71 P	10.50	6.45	2.45	12.57	**6.53**		f 2.52	5.25	3.13	1094.5	CHOLLA 3.9	53.8	3.48	2.03	f 11.15	**6.53**		4.55	1.15
78 WF 42 YPO	11.03 11.40	7.20	**3.05PM**	1.15	8.00	6.30AM	s **3.15**	s 5.41	s 3.23	1098.4	DN-R **BOWIE** 4.2	49.9	s 3.41	s 1.55	s 11.08	6.30AM	4.00PM	4.40	1.00
71 P	11.59PM	7.40		**1.35**	8.15	6.42	f 3.23	5.48	**3.29**	1102.6	HOLT 4.0	45.7	**3.29**	f **1.35**	f 10.53		**3.23**	4.10	12.30
71 P	**12.20AM**	7.55		2.01	8.25	6.53	f 3.30	5.54	3.35	1106.6	OLGA 3.6	41.7	3.16	f 1.29	f 10.47		2.50	3.50	**12.20**
71 P	12.29	8.05		**2.22**	8.33	7.03	f **3.36**	6.00	3.40	1110.2	KARRO 4.0	38.1	3.11	1.24	f 10.42		**2.22**	**3.36**	12.12
71WFYP	12.46	8.20		2.42	8.56	7.15	s 3.46	6.06	3.46	1114.2	DN SAN SIMON 3.4	34.1	3.05	s **1.18**	f 10.36		**1.18**	3.14	12.04AM
71 P	12.59	8.37		**3.01**	9.10	7.30	f 3.53	6.12	3.51	1117.6	BAWTRY 4.2	30.7	3.00	1.10	f 10.28		12.55	**3.01**	11.57PM
71 P	1.15	8.54		3.15	9.40	7.45	f 4.01	6.20	3.57	1121.8	VANAR 3.2	26.5	2.54	f 1.04	10.22		12.35	2.45	11.48
78 P	1.30	9.08		3.31	9.55	8.05	f 4.09	6.28	4.03	1125.0	CAVOT 3.9	23.3	2.48	12.58	f 10.16		12.22PM	2.32	11.32
77 72 PY	2.00	9.30		3.52	10.15	8.30	f 4.22	6.41	4.11	1128.9	DN STEINS 3.8	19.4	2.40	f 12.50	f 10.08		11.59AM	2.15	11.20
71 P	2.15	**9.59**		4.02	10.25	8.40	f 4.29	6.47	4.16	1132.7	MONDEL 3.8	15.6	2.33	12.42	f **9.59**		11.35	1.50	11.10
71 P	**2.28**	10.22		4.13	10.35	8.50	f 4.36	6.53	4.21	1136.5	CONRAD 4.3	11.8	**2.28**	12.36	f 9.52		11.22	1.40	11.00
71 P	2.45	**10.45**		4.29	10.50	9.05	f 4.44	7.01	4.27	1140.8	GARY 3.1	7.5	2.22	f 12.30	9.46		11.10	1.27	**10.45**
71 P	3.00	11.10		**4.50**	**11.00**	9.15	f **4.50**	7.07	4.31	1143.9	PYRA 3.4	4.4	2.17	12.24	f 9.41		**11.00**	1.20	10.35
										1147.3	A. & N. M. R. R. CROSSING 1.0	1.0							
Yard WFYTP	3.30AM	11.30PM		5.20PM	11.25AM	9.30AM	s 5.02PM	s 7.19AM	s 4.40AM	1148.3	DN-R **LORDSBURG**	0.0	2.09AM	12.16PM	9.33PM		10.40AM	1.00PM	10.15PM
	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Daily	Arrive Daily		(115.7)		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Tues., Thurs., Sat.	Leave Daily	Leave Daily
	(9.00) 12.85	(9.55) 11.66	(5.05) 12.94	(9.55) 11.66	(8.55) 12.97	(3.00) 9.98	(4.32) 25.52	(3.49) 30.31	(3.09) 36.72		……Total Time…… ……Average speed per hour……		(3.26) 33.70	(4.14) 27.73	(3.47) 30.05	(5.00) 13.16	(5.20) 9.37	(8.50) 13.09	(8.35) 13.48

Automatic Block Signals

Westward trains are superior to trains of the same class in the opposite direction.

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LORDSBURG SUBDIVISION

Eastward	FROM SAN FRANCISCO															TOWARD SAN FRANCISCO				Westward
	SECOND CLASS						FIRST CLASS				Time Table No. 83 October 1, 1920		FIRST CLASS				SECOND CLASS			
Capacity of sidings in car lengths, location of Scales, Water, Fuel, Turning and Telegraphone Stations	412 Freight	92 Los Angeles Manifest Freight	428 Local Freight	244 San Francisco Manifest Freight	414 Local Freight		110 Sunset Express	4 Golden State Limited	102 Sunset Limited	Distance from San Francisco		Distance from Rio Grande	1 Californian	109 Sunset Express	101 Sunset Limited		427 Local Freight	91 Los Angeles Manifest Freight	413 Local Freight	243 San Francisco Manifest Freight
	Leave Daily	Leave Daily	Leave Mon., Wed., Fri.	Leave Daily	Leave Tues., Thurs., Sat.		Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily		Arrive Tues., Thurs., Sat.	Arrive Daily	Arrive Mon., Wed., Fri.	Arrive Daily
Yard WFYTP	7.52PM	**12.16**PM	10.00AM	4.15AM			5.10PM	7.25AM	4.45AM	1148.3	DN-R **LORDSBURG** 4.7	144.6	s **12.10**PM	s 9.27PM	s 2.04AM		10.00AM	11.59AM		9.45PM
75 P	8.13	12.50	10.15	**4.52**			f 5.18	7.34	**4.52**	1153.0	ULMORIS 6.0	139.9	f 12.01PM	**9.18**	1.55		9.40	11.39		**9.18**
71 P	**8.30**	1.10	10.32	5.40			f 5.27	7.44	5.00	1159.0	LISBON 5.4	133.9	f 11.51AM	9.09	1.47		9.22	11.20		**8.30**
76 P	**9.01**	1.30	**10.53**	6.00			f 5.38	7.53	5.09	1164.4	HAWKINS 3.6	128.5	f 11.43	**9.01**	1.39		9.10	**10.53**		7.55
71 WP	9.27	1.50	**11.36**	6.20			f 5.46	8.01	5.15	1168.0	DN SEPAR 5.8	124.9	f **11.36**	f 8.54	1.33		9.01	10.30		7.35
76 P	9.50	2.05	11.59AM	6.40			f 5.55	8.10	5.23	1173.8	LADIM 5.8	119.1	f 11.27	8.45	1.25		8.47	10.05		7.10
75 P	10.10	2.20	12.20PM	6.55			f 6.04	8.19	5.31	1179.6	WILNA 3.9	113.3	f 11.18	8.36	1.17		8.35	9.44		6.50
76 P	10.30	2.30	12.40	7.10			f 6.11	**8.26**	5.36	1183.5	QUINCY 5.0	109.4	f 11.11	8.29	1.11		**8.26**	9.24		6.37
75 WP	10.50	3.00	1.10	7.30			f **6.20**	8.34	5.43	1188.5	DN GAGE 4.7	104.4	f 11.00	f 8.20	1.03		8.01	9.00		**6.20**
58 P	11.10	3.50	1.30	**7.46**			f 6.28	**8.42**	5.50	1193.2	MONGOLA 6.4	99.7	f 10.51	8.10	12.55		**7.46**	**8.42**		5.58
71 P	11.30	4.15	1.50	**8.10**			f 6.38	8.52	5.58	1199.6	TUNIS 3.7	93.3	f 10.41	8.01	12.46		7.28	**8.10**		5.40
71 P	11.50	4.30	2.05	8.18			f 6.44	8.58	6.03	1203.3	PARMA 2.8	89.6	f 10.34	7.55	12.40		7.15	7.40		5.28
75							6.49	9.02	6.07	1206.1	CAMP CODY 0.6	86.8	10.30	7.50	12.36					
										1206.7	E. P. & S. W. R. R. CROSSING 0.3	86.2								
										1207.0	E. P. & S. W. R. R. JCT. 1.0	85.9								
Yard POWY	**12.32**AM	**4.55**	2.30PM	8.55	8.20AM		s 7.15	s 9.15	s 6.15	1208.0	Auto. Block Signals DN-R **DEMING** 4.5	84.9	s 10.25	s 7.45	s **12.32**		7.00AM	7.20	4.30PM	**4.55**
71 P	12.48	5.20		**9.23**	8.35		f **7.23**	**9.23**	**6.22**	1212.5	LUXOR 6.4	80.4	f 10.02	**7.23**	12.19			**6.22**	2.20	3.32
71 P	1.18	5.40		**9.54**	8.49		f 7.33	9.33	6.30	1218.9	CARNE 3.1	74.0	f **9.54**	7.02	12.10			5.50	1.55	3.18
14							f			1222.0	MIESSE (Spur) 3.7	70.9	f	f						
71 P	1.45	6.00		10.35	9.07		f 7.43	**9.44**	6.39	1225.7	MYNDUS 3.9	67.2	f **9.44**	f 6.49	12.01AM			5.30	1.40	3.00
71 WP	2.00	6.15		11.00	**9.36**		f 7.50	9.50	6.44	1229.6	AKELA 4.3	63.3	f **9.36**	6.42	11.55PM			5.14	1.30	2.45
71 PFW	2.25	**6.34**		11.20	**9.57**		f 8.02	**9.57**	6.50	1233.9	DN CAMBRAY 4.5	59.0	f 9.30	f **6.34**	11.49			4.58	12.52	2.36
71 P	2.45	6.53		11.32	10.07		f 8.10	10.04	6.56	1238.4	DONA 4.6	54.5	f 9.21	6.24	11.43			4.28	12.30	2.18
72 P	3.10	7.15		11.50AM	10.17		f 8.18	10.11	7.02	1243.0	CHAPPEL 4.4	49.9	9.15	f 6.17	11.37			4.15	12.15	2.05
81 P	3.30	7.34		**12.01**PM	10.40		f 8.26	10.19	7.09	1247.4	DN ADEN 3.9	45.5	f 9.08	f 6.10	11.31			4.03	**12.01**PM	1.50
76 P	**3.50**	7.50		12.40	11.10		f 8.33	10.25	7.15	1251.3	PRONTO 3.3	41.6	9.01	f 6.02	11.25			**3.50**	11.15AM	1.38
71 P	4.05	8.01		12.48	11.25		f 8.39	10.30	7.20	1254.6	KENZIN 4.8	38.3	8.56	f 5.56	11.19			3.33	11.06	1.26
75 P	4.30	8.15		**1.00**	11.50AM		f 8.47	10.37	7.27	1259.4	AFTON 5.3	33.5	f 8.49	f 5.48	11.11			3.20	10.56	**1.00**
71 P	4.55	**8.55**		1.20	12.02PM		f **8.55**	**10.45**	7.35	1264.7	RUTTER 4.8	28.2	8.41	f 5.39	11.03			3.03	**10.45**	12.40
71 PW	5.15	10.00		1.35	**12.20**		f 9.03	10.52	7.42	1269.5	D LANARK 5.0	23.4	f 8.34	f 5.31	10.55			2.50	10.22	**12.20**PM
75 P	5.40	10.15		1.55	12.41		f 9.11	10.59	7.49	1274.5	VEVAY 5.2	18.4	8.22	f 5.19	10.45			2.33	10.05	11.45AM
73 YPW	6.05	**10.37**		2.30	1.00 3.00		f 9.20	11.07	7.57	1279.7	Auto. Block Signals DN STRAUSS 5.5	13.2	f 8.15	f 5.11	**10.37**			2.20	9.45	11.30
75 P	6.30	11.00		2.52	3.15		f 9.30	**11.16**	**8.05**	1285.2	LIZARD 4.2	7.7	**8.05**	f 4.59	10.27			1.57	9.23	**11.16**
71 P	6.50	11.23		3.10	3.25		f 9.39	11.24	8.12	1289.4	D ANAPRA 2.5	3.5	7.50	f 4.50	10.19			1.39	9.07	10.35
										1291.9	BRICKLAND (Spur) 1.0	1.0								
	7.00AM	11.36PM		3.35PM	4.05PM		9.47PM	11.32AM	8.17AM	1292.9	**RIO GRANDE** (No Siding)	0.0	7.43AM	4.43PM	10.13PM			1.25AM	8.55AM	10.25AM
	Arrive Daily	Arrive Daily	Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Tues. Thurs., Sat.		Arrive Daily	Arrive Daily	Arrive Daily		(144.6)		Leave Daily	Leave Daily	Leave Daily		Leave Tues., Thurs., Sat.	Leave Daily	Leave Mon., Wed., Fri.	Leave Daily
	(11.08)	(11.20)	(4.30)	(11.20)	(7.45)		(4.37)	(4.07)	(3.32)		Time over District		(4 27)	(4.44)	(3.51)		(3.00)	(10.34)	(7.35)	(11.20)
	12.98	12.75	13.26	12.75	10.95		31.32	35.12	40.92		Average speed per hour		32.49	30.55	37.55		19.89	13.68	11.19	12.75

No. 101 will stop at any station to discharge passengers holding tickets from San Antonio and points east.
No. 102 will stop on signal at any station to receive passengers for San Antonio and points east.
No. 1 will stop at any station to discharge passengers holding tickets from points east of El Paso.
No. 4 will stop at any station to receive passengers for point s east of Topeka, Kans.

Westward trains are superior to trains of the same class in the opposite direction.

TUCSON SUBDIVISION

Time Table No. 83

October 1, 1920

Capacity of sidings in car lengths, location of Scales, Water, Fuel, Turning and Telegraphone Stations.	Eastward — FROM SAN FRANCISCO SECOND CLASS 484 Local Freight	FIRST CLASS 14 Motor	Distance from San Francisco	STATIONS		Distance from Calabasas	FIRST CLASS 13 Motor	Westward — TOWARD SAN FRANCISCO SECOND CLASS 483 Local Freight
	Leave Tues. and Fri.	Leave Daily Ex. Sunday					Arrive Daily Ex. Sunday	Arrive Tues. and Fri.
WYFP	1.00PM	12.45PM	1032.6	DN-R **BENSON**	0.4	78.4	s 11.50AM	11.35AM
			1033.0	E. P. & S. W. R. R. JCT.	0.8	78.0		
39	1.10	f 12.50	1033.8	N. M. & A. YARD	4.2	77.2	f 11.40	11.20
14		f 1.00	1038.0	KENNARD (Spur)	3.4	73.0	f 11.30	
		f 1.09	1041.4	LANDS CROSSING (No Siding)	4.1	69.6	f 11.20	
28	1.40	f 1.20	1045.5	BIDDLE	4.4	65.5	f 11.10	10.45
14		f	1049.9	CONTENTION (Spur)	1.4	61.1	f	
47 W	2.10	s 1.35	1051.3	D **FAIRBANK**	0.4	59.7	s 10.55	10.30
			1051.7	E. P. & S. W. CROSSING	5.3	59.3		
15		f 1.50	1057.0	BROOKLINE	5.5	54.0	f 10.31	
39	2.45	s 2.05	1062.5	D HUACHUCA	11.3	48.5	s 10.15	9.55
35 W	3.20	s 2.40	1073.8	ELGIN	2.2	37.2	s 9.45	9.20
6		f	1076.0	CANELO (Spur)	6.1	35.0	f	
39	3.55	s 3.00	1082.1	SONOITA	6.3	28.9	s 9.20	8.40
		f	1088.4	ASHBURN (No Siding)	3.6	22.6	f	
37 W	4.30	f 3.30	1092.0	CRITTENDEN	3.1	19.0	f 8.50	8.05
38	4.45	s 3.40	1095.1	D PATAGONIA	3.2	15.9	s 8.40	7.50
5			1098.3	FLUX (Spur)	0.3	12.7		
29	5.00	f 3.51	1098.6	FARALLON	0.8	12.4	f 8.23	7.35
14		f 3.54	1099.4	BLOXTON	2.6	11.6	f 8.20	
18		f 4.03	1102.0	SANFORDS	2.9	9.0	f 8.11	
		f	1104.9	FULLER'S RANCH (No Siding)	6.1	6.1	f	
31 YP	5.50PM	s 4.30PM	1111.0	R **CALABASAS**		0.0	7.45AM	6.45AM
	Arrive Tues. and Fri.	Arrive Daily Ex. Sunday		(78.4)			Leave Daily Ex. Sunday	Leave Tues. and Fri.
	(4.50) 16.22	(3.45) 20.21		Total Time Average speed per hour			(4.05) 19.20	(4.50) 16.22

Westward trains are superior to trains of the same class in the opposite direction.

Main track switch of Tucson Subdivision at Calabasas will be set and locked for the Gila Subdivision.

GILA SUBDIVISION—(Continued)

Eastward	FROM SAN FRANCISCO					Time Table No. 83 October 1, 1920			TOWARD SAN FRANCISCO			Westward
Capacity of sidings in car lengths location of Scales, Water, Fuel, Turning and Telegraphone Stations.	SECOND CLASS		FIRST CLASS		Distance from San Francisco		STATIONS	Distance from Nogales	FIRST CLASS		SECOND CLASS	
	484 Local Freight Leave Tues. and Fri.	482 Local Freight Leave Mon., Wed., Thur. Sat.	14 Motor Leave Daily Ex. Sunday	12 Mexican Express Leave Daily					11 Mexican Express Arrive Daily	13 Motor Arrive Daily Ex. Sunday	481 Local Freight Arrive Mon., Wed., Thur., Sat.	483 Local Freight Arrive Tues. and Fri.
Yard WFTOPY		6.00AM		8.35AM	983.9	DN-R	**TUCSON** 0.8	66.3	s 5.40PM		3.00PM	
					984.7		T. & N. R. R. JCT. 2.2	65.5				
					986.9		E. P. & S.W. CROSSING & JCT. 3.0	63.3				
64		6.30		f 8.58	989.9		AGUIRRE 3.9	60.3	f 5.17		2.10	
65		6.45		f 9.07	993.8		XAVIER 4.8	56.4	f 5.08		1.50	
64		7.05		f 9.17	998.6		FELIX 3.8	51.6	f 4.59		1.30	
131 W		8.50		s 9.26	1002.4	D	**SAHUARITA** 4.6	47.8	s 4.50		1.10PM	
64		9.10		f 9.36	1007.0		HARTT 3.4	43.2	f 4.40		10.30AM	
3				f	1010.4		CONTINENTAL (Spur) 1.7	39.8	f			
65		9.46		f 9.46	1012.1		MORALES 1.5	38.1	f 4.30		9.46	
				f	1013.6		HACKETT (Spur) 2.7	36.6	f			
64		10.30		f 9.54	1016.3		CANOA 2.2	33.9	f 4.20		9.02	
				f	1018.5		SOPRI (No Siding) 2.6	31.7	f			
64		11.30		s10.04	1021.1	D	AMADO 4.5	29.1	s 4.10		8.45	
64		11.55AM		f10.13	1025.6		CHAVEZ 2.5	24.6	f 3.59		8.30	
3				f	1028.1		SOTOS CROSSING (Spur) 1.5	22.1	f			
63 W		12.30PM		f10.23	1029.6		TUBAC 4.6	20.6	f 3.50		8.16	
64		12.50		f10.32	1034.2		OTERO 3.2	16.0	f 3.42		8.01	
64		1.05		f10.38	1037.4		SILVA 2.7	12.8	f 3.35		7.50	
31 PY	5.55PM	1.15	4.35PM	s10.45	1040.1	R	**CALABASAS** 2.8	10.1	s 3.30	s 7.40AM	7.40	6.40AM
5			f	f	1113.8		PLOMO 1.7	7.3	f	f 7.34		
			f	f	1115.5		SAXTON (No Siding) 3.0	5.6	f	f 7.30		
15			f	f	1118.5		BENEDICT (Spur) 2.6	2.6	f	f		
Yard WFTOP	6.35PM	2.00PM	s 5.00PM	s11.10AM	1121.1	DNR	**NOGALES**	0.0	3.05PM	7.15AM	7.00AM	6.00AM
	Arrive Tues., and Fri.	Arrive Mon., Wed., Thur., Sat.	Arrive Daily Ex. Sunday	Arrive Daily			(66.3)		Leave Daily	Leave Daily Ex. Sunday	Leave Mon., Wed., Thur., Sat.	Leave Tues. and Fri.
	(0.40)	(8.00)	(0.25)	(2.35)			Total Time		(2.35)	(0.25)	(8.00)	(0.40)
	15.15	8.29	24.24	25.66			Average speed per hour		25.66	24.24	8.29	15.15

Westward trains are superior to trains of the same class in the opposite direction.

Exception: No. 12 is superior to No. 11.

Main track switch of Tucson Subdivision at Calabasas will be set and locked for the Gila Subdivision.

Mile posts between Calabasas and Nogales are numbered in accord with distance via Benson Branch.

1. ON THE DOUBLE TRACK BETWEEN TUCSON AND STOCKHAM AND BETWEEN TUCSON AND POLVO EXTRAS MAY RUN WITHOUT RUNNING ORDERS, MOVING WITH THE CURRENT OF TRAFFIC, BUT MUST OBTAIN CLEARANCE CARD (Form 2643) BEFORE LEAVING TUCSON.

2. Extra trains may pass and run ahead of second-class trains without orders to do so.

3. Trainmen and enginemen must provide themselves with current G. H. & S. A. time table and supplements governing movements between Rio Grande and El Paso.

USE OF S. P. TRACKS BY E. P. & S. W.

4. E. P. & S. W. R. R. trains and engines will use Southern Pacific tracks between Benson and E. P. & S. W. R. R. Junction on Tucson Subdivision and between Deming and E. P. & S. W. R. R. Junction on Lordsburg Subdivision.

STANDARD CLOCKS.

5. Patio, Gila, Maricopa, Tucson Telegraph Office, Tucson Roundhouse, Benson, Nogales, Bowie, San Simon, Lordsburg.

WATCH INSPECTORS.

Name.	Location.	Territory.
G. D. Davidson Company,	El Paso	Entire Division, except Lordsburg, San Simon, Bowie, Benson, Tucson and Gila.
W. P. Tossell & Son,	Deming	
Greenwald & Adams,	Tucson	Tucson to Nogales, Nogales to Benson, including Tucson; not including Nogales.
G. E. Tufford Company,	Tucson	Gila, Tucson, Benson, Bowie, San Simon and Lordsburg.
Wm. Baird,	Yuma	
E. M. Mather,	Nogales	

BULLETIN BOARDS.

7. Patio, Gila, Tucson, Benson, Nogales, Bowie, Lordsburg, Deming.

CLEARANCE CARDS.

8. No train will leave Patio, Maricopa, Benson, Bowie or Deming without a Clearance Card Form 2643.

9. Rule 83-A will not apply at initial stations except when there is an operator on duty.

REGISTERING.

10. At registering stations on single track, or at end of double track when passing from single to double track, where trains are permitted to register by ticket as per Rule 83-B, conductors and telegraphers, or telephone operators, must comply with Rule 96, the same as at non-registering stations.

11. Eastward trains and first-class Westward trains will register at Stockham by ticket (Form 2642) as per Rule 83-B.

12. Westward trains and first-class eastward trains will register at Polvo by ticket (Form 2642) as per Rule 83-B.

TRAIN AND AIR INSPECTION.

13. Freight trains decending grades will stop at least ten minutes at Vanar and five minutes at Strauss, Sibyl, Fenner, Pantano, Vail, Mobile, Bosque, Sanfords, Crittenden and Huachuca, where trainmen will make careful examination of cars in train. In case any wheels are hot, retainers will be turned down on such cars and turned up on others. In pulling out of these stations trainmen will be careful to see that running inspection is made and that brakes are fully released.

Eastward freight trains will stop at least five minutes at Mescal and westward freight trains at least five minutes at Estrella and make careful inspection of all cars in train.

At other points, after a continuous run of thirty miles, freight trains must be stopped and inspection made of running gear, wheels, etc., as per Rule 820.

14. Engines running light on descending grades of over 1½ per cent will make the same stops for inspection as are made by freight trains on such grades. These stops should be of sufficient length for enginemen to satisfy themselves that tires and machinery are in proper condition.

15. Air brake tests as outlined in Rule 17 in book of rules governing air brakes will be made by freight trains in each direction at Mescal, Dragoon, Steins, Sonoita, and by westward trains at Estrella, also at any other point where brake pipe has been separated. Passenger trains are not required to make standing air brake test at summit of grades as referred to in Rule 17, when brake pipe has not been broken, the running test as covered by Rule 16 being sufficient.

USE OF RETAINERS.

16. On freight trains, retainers will be used on grades in accordance with Rules Nos. 53 and 54, of "Rules and Regulations Governing Air Brakes, Etc., effective May 1, 1915," as follows:

EASTWARD TRAINS:—From Mescal to Benson.
From Sonoita to Calabasas.

WESTWARD TRAINS:—From Steins to Vanar.
From Dragoon to Benson.
From Estrella to Gila.

17. Retainers will be used Raso to Bowie on eastward trains when tonnage of train averages 110 Ms or over per operative brake and on other trains in accord with Rules 53 and 54 of Rules and Regulations Governing Care and Operation of Air Brake and Signal Apparatus. Where retainers are used Raso to Bowie a stop of ten minutes will be made at Alrich for inspection and allow wheels to cool.

18. Where retainers are used the rate of speed of freight trains on any grade of over one per cent (1%) will not exceed 25 miles per hour, and on grades of this character MORE THAN FIVE MILES LONG, FOR THE FIRST FIVE MILES THE TIME CONSUMED IN TRAVELING ANY ONE MILE SHALL NOT BE LESS THAN THREE MINUTES.

The above maximum speed restriction will not affect speed on heavier grades and other locations, where the maximum is now provided.

19. Descending the grade between Estrella and Gila on trains of empties, 10 or 12 retainers will be turned up solid, and on trains of loads and empties from 15 to 20 retainers, or about one-third of the total number in train will be turned up solid, on the head end of the train. If this number of retainers is insufficient, additional retainers will be used.

USE OF "19" AND "31" ORDERS.

20. Within automatic block signal limits between Yuma and Estrella—Tucson and Lordsburg—Strauss and Rio Grande, the note under Rule 211 is modified as follows:

The use of "31" train orders may be discontinued except when orders are to be delivered to a train at a point not a telegraph station, restricting its superiority, in which case Rule 217 must be complied with, or when necessary to restrict a train that has been cleared, Rule 219 must be respected, or when issuing an order under Form "G," example 3; or when giving any train right over all trains; or when reducing a time order where necessary that dispatcher have signature of superior trains before completing order to an inferior train.

When orders are issued to superior train within block signal limits restricting its superiority at a point outside of block signal limits, "31" form must be used.

Operators must retain carbon copy of clearance cards issued.

Before delivering orders to a train, whether inside or outside of automatic block signal limits, operators will fill out clearance card, designating number of all orders for such trains and repeat train and order numbers as they appear on clearance card to dispatcher and obtain O. K. with time and Superintendent's initials and place same on clearance card in blank space provided therefor before delivery is made. Conductor and enginemen must not accept a clearance without the O. K., time and Superintendent's initials, when order numbers are designated thereon.

Dispatcher must write train and order numbers in train order book as repeated from the clearance by operator; also designated time clearance is O. K. The O. K. must not be given by dispatcher unless numbers designated on clearance card as repeated by operator correspond with all orders to be received by the train at that station.

When a "19" train order restricting the superiority of a train is issued for it at the point where such superiority is restricted, the train must be brought to a "stop" before the delivery of the order.

Conductor's and engineer's attention is called to the importance of approaching at a moderate rate of speed telegraph offices where orders are to be received. Also the necessity of carefully checking clearance to ascertain positively that clearance is properly addressed and that orders received are those called for by clearance.

21. When a helper engine is to be coupled into a train, copies of all orders affecting movement of the train at or beyond point from which helper is to be used must be delivered to each helper engine crew before leaving the point at which coupled into train.

22. If helper engine is picked up at a closed or non-telegraph office a copy of orders affecting movement of train at or beyond that station—and copy of clearance card—must be delivered to conductor of train at a preceding open telegraph office for delivery to the helper engineer before leaving station at which cut in.

23. When superiority of westward train is restricted at Dome use Form 31 order.

24. That part of third paragraph of Rule 221-A reading: "But trainmen will relight the signal," is canceled.

25. Rule 251 is amended to read as follows:

In transmitting train orders by telephone, the names of stations must be plainly pronounced and then spelled, letter by letter, thus: Aurora, A-u-r-o-r-a; all numerals must first be pronounced and then followed by spelling, thus: 1-0-5, O-n-e N-a-u-g-h-t F-i-v-e. The train dispatcher must write the order as he transmits it and underscore it as it is being repeated. The letters duplicating names of stations and numerals will not be written in the order book nor upon train orders.

AUTOMATIC BLOCK SIGNALS.

26. Rule 504 is amended as follows:

When a train is stopped by a block signal it may proceed when the signal indicates proceed.

ON SINGLE TRACK send a flagman in advance immediately, wait at least five minutes after the flagman has started, and then follow the flagman to the next distant or home block signal in proceed position, or if the next distant or home block signal in advance is in plain view and in proceed position and track ahead is seen to be clear, proceed under control, not exceeding six miles per hour. Flagman need precede train only to a point where the track ahead is seen to be clear to the next distant or home block signal in proceed position, but train will not exceed six miles per hour to such block signal.

ON DOUBLE TRACK a train may proceed immediately, running under control, not exceeding six miles per hour, to the next distant or home block signal in advance, except that a flagman must precede the train when view is obstructed by weather conditions, tunnels, or other obstructions.

When a train is stopped by an automatic block signal governing yards at Wellton, Sentinel, Gila, Maricopa, Red Rock, Bowie or Deming, wait one minute, then proceed under control not exceeding six (6) miles per hour to depot or next home signal, provided main track is unobstructed between such points. In foggy or stormy weather send a flagman ahead.

A train stopped at home signal on account of opposing train which can be seen taking siding, may immediately proceed at speed not exceeding six miles per hour, to fouling point, provided track is seen to be clear to the fouling point.

When a train which is to take siding is stopped by home signal at meeting point at which opposing train is standing, on the main track, it may proceed immediately, under control, not exceeding six miles per hour, to the entering switch, provided track is seen to be clear to that switch.

When a train which is to take siding at meeting or passing point or is to enter terminal yard finds home signal, other than interlocking signal, in stop position on account of train to be met or passed standing on the main track, or on account of switch being lined up for receiving track, it may pass the home signal without stopping, when a trainman or switch tender is at the home signal giving proceed signals to indicate that switch is open, and may enter siding or receiving track at speed not exceeding six miles per hour, provided switch is seen to be open and track clear to fouling point of switch, except when westward home signal at east end of Patio train yard is at stop, first-class trains will send flagman in advance immediately and wait one minute, then proceed under control. Second class, inferior trains and yard engines will stop, sound call for signal (Rule 14 "j") and not proceed until signal from yardman is received.

When the number plate of a home block signal is reversed, showing "yellow," and signal indicates "stop," train may pass without stopping, but, unless otherwise directed by train order or bulletin, will proceed with caution to the next signal.

When light is not burning in a distant or home block signal, speed must be reduced sufficiently to enable engineman to be governed by the position of the signal blade, and to observe the number of the signal, and wire from first train order office from which report can be made without delay to train.

Flagman preceding a train stopped by a block signal will watch carefully for broken rails or other defects of track and when trains are authorized to proceed at six miles per hour without flagman in advance, both engineman and fireman will watch carefully for such defects.

Within block signal limits that portion of Rules 86 and D-86 reading "but must be clear at the time a first-class train in the same direction is due to leave the next station in the rear where time is shown" is canceled.

The block system must not be depended upon to protect trains.

INTERLOCKING PLANTS AND DOUBLE TRACK.
STOCKHAM.

27. Between west switch Stockham and Polvo is double track. Normal position junction switch Stockham is for eastward track.

All switches at Stockham and two crossover switches located 4000 feet east of Stockham telegraph office are handled by operator. Derailer on spur at west end of Stockham is not controlled by operator.

The top arm of the three arm signal located at west switch Stockham governs movement to eastward main track—the lower arm of this signal will govern diverging movement to westward track and will authorize occupation of westward track to double arm dwarf signal governing crossover switches 4000 feet east of Stockham telegraph office, but does not authorize further movement on westward track. Such further movement may be made only under flag protection or by train order.

Dwarf signal located at crossover 4000 feet east of Stockham telegraph office governs eastward movement of trains moving from westward main track to eastward main track.

The lower arm of three arm signal on westward track 4000 feet east of Stockham telegraph office will govern diverging movement against traffic and will authorize occupation eastward main track from this signal to left hand arm of bridge signal opposite Stockham telegraph office. This left hand arm on this bridge governs movement through the switch at end of double track.

When interlocking signal on eastward track just west of crossover switches 4000 feet east of Stockham telegraph office is at stop, enginemen will whistle flagman ahead; flagman will then proceed with proper flagging equipment inspecting position of crossover switches on eastward main track; finding each switch lined for the main track he will give proceed signal to the engineman, who will then proceed as per Rule 504, governing double track movement in block signal territory.

Eastward trains desiring to enter westward main track at the west switch, Stockham, will sound one long, and one short blast of the steam whistle (——— o).

SIXTH AVENUE.

Normal position of derailing switch in westward main track on west side of 6th Avenue, Tucson, is to derail.

Movement from eastward main track to passenger yard will be governed by top arm of double arm dwarf signal located 600 feet west of 6th Avenue.

Movement from eastward main track to freight yard will be governed by lower arm of double arm dwarf signal located 600 feet west of 6th Avenue.

Movement from passenger yard to westward main track will be governed by top arm of double arm dwarf signal located 6th Avenue.

Movement from passenger yard to eastward main track will be governed by lower arm of double arm dwarf signal located 6th Avenue.

Movement from freight yard to westward main track also to eastward main track through crossover will be governed by dwarf signal located east of derail.

Movement from westward main track to freight yard also to passenger yard through crossover will be governed by dwarf signal located opposite double arm dwarf signal 600 feet west 6th Avenue.

WHISTLE SIGNALS AS FOLLOWS:

Eastward main track to and from passenger yard, one short, one long, one short, o ——— o.

Eastward main track to or from freight yard, one short, one long, o ———.

Passenger yard to or from westward main, one long, one short, one long, ——— o ———.

Freight yard to or from westward main track, one long, one short, ——— o.
That part of Rule 630 reading:

''In giving hand signals for trains to move through interlocking limits against fixed signals the signalman must be on the ground and use yellow flag by day and yellow lamp by night,'' is amended in so far as tower at 6th Avenue is concerned, so that signals may be given from the window of the tower. Enginemen should satisfy themselves that the signal given is intended for their train. Enginemen will read carefully Rules 630 and 663 and must not accept a white lantern signal for movement through the interlocking plant.

POLVO.

28. Normal position of junction switch is for westward track, the junction switch and derailer on eastward main track will be handled by operator.

Trains leaving double track and entering single track will be governed by position of signal arm located on right hand side of signal bridge opposite Polvo telegraph office.

The lower arm on signals 9874 and 9887 are semi-automatic and govern diverging movements against traffic. These signals will only clear providing necessary switches over diverging route are first properly lined up and track is unoccupied. If after route is properly lined required signals do not assure proceed position flagman will precede train at once, train to follow after waiting five minutes. On receipt of proper line up for diverging routes train may proceed against current of traffic to signal governing movement to single track or to crossover switches governing return to current of traffic.

Movement against current of traffic beyond these crossover switches, 4000 feet west of junction switch Polvo may be made only under protection of flagman, or by train order.

LORDSBURG AND DEMING INTERLOCKERS.

29. At E. P. & S. W. crossing one mile west of Deming, and A. & N. M. crossing one mile west of Lordsburg, the normal position of signals and derails governing the interlocking plants are proceed and derails closed for S. P. trains. When these signals are at ''Stop'' the conductor or person in charge of train must send flagman ahead at once. He will examine carefully position of derail and see that same is closed, proceed to the cabin, located at the crossing, and on entering same ascertain that levers 1-3-7 and 9 in Lordsburg plant, and levers 1-5-7 and 12 in Deming plant are in ''reverse position,'' as indicated on manipulation chart in front of machine. Finding these in ''reverse position'' flagman will proceed through interlocking limit and on finding derails on either side of crossing governing S. P. trains are closed and route known to be clear for S. P. train flagman by night will give ''proceed'' signal with a white light; by day, hand ''proceed'' signal.

When interlocking signals are found at stop they may be passed only in the manner prescribed by Rules 630 and 663, with the exceptions shown above.

30. This table is for the information of engineers in determining speed per mile and must in no way conflict with rules governing speed of trains.

SPEED TABLE.

Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3.	30	2.	40	1.30	50	1.12

GENERAL SPEED RESTRICTIONS.

31. Maximum speed of trains, except as limited by maximum speed for which engines are counterbalanced (see table), and by special, yard and miscellaneous restrictions, will be as follows:

	Passenger (Inc. Motor)	Freight
Yuma and Rio Grande.		
Rio Grande-Strauss	50	30
Strauss-Lordsburg	50	35
Lordsburg-Tucson	50	30
Tucson-Yuma	50	35
Tucson—Nogales Line.		
Tucson-Calabasas	40	30
Calabasas-Nogales	35	25
Benson—Calabasas Line.		
Benson-Patagonia	35	25
Patagonia-Calabasas	35	15

32. SPECIAL SPEED RESTRICTIONS.

Yuma and Rio Grande.	Passenger	Freight
East Switch Yuma to 1000 Feet East of Mile Post 734	35	25
Mile Post 749 to 755-A	30	20
Mohawk to 794-A	30	20
1400 Feet East to 2200 Feet East Mile Post 824	30	20
700 Feet West of Mile Post 868 to 870-A	30	20
From 600 Feet West Mile Post 1004 to Culvert 1010-E	30	20
Pantano to 1013-E	30	20
1016-D to 1018-B	30	20
900 Feet East 1020-C to 1020-E	30	20
1036-E to Mile Post 1040	30	20
500 Feet West of Culvert 1044-C to 1045-B	30	20
East Switch Ochoa to 1050-E	30	20
Culvert 1122-C to 500 Feet East	30	20
1124-C to Steins	30	20
First Curve Just East Mile Post 1281	45	30
1283-A to 1284-B	45	30
Mile Post 1287 to 2000 Feet Eastward	45	30
1291-D to 1292-C	45	30
Benson—Calabasas Line.		
Shoofly between 1047-B and 1047-C	15	15
From Mile Post 1053 to Culvert 1055-B	20	20
Bridge 1085-A to Mile Post 1088	20	20
Bridge 1097-E—Culvert 1109-A	20	15

YARD SPEED RESTRICTIONS.

33.	Passenger Trains	Freight Trains
Patio	10	10

Except no train or engine may exceed a speed of six (6) miles per hour in Patio yard between the Colorado River and Third Street.

No train except first class will exceed speed of six (6) miles per hour between Third Street and East Lead Main track Patio yard.

The eastern limit of Patio yard to which yard speed restriction applies, is cotton gin spur.

	Passenger Trains	Freight Trains
Gila	15	10
Maricopa	15	10
Casa Grande	15	10
Tucson	15	10
Benson	15	10
Nogales	15	10

Except no train or engine will exceed a speed of six miles per hour through corporate limits of Nogales.

	Passenger Trains	Freight Trains
Bowie	15	10
Lordsburg	15	10

The eastern limit of Lordsburg yard to which yard speed restriction applies is east switch of train yard.

	Passenger Trains	Freight Trains
Deming	15	10

Except no train or engine may exceed a speed of eight (8) miles per hour over any street crossing in Deming.

MISCELLANEOUS SPEED RESTRICTIONS.

34. Do not exceed 40 miles per hour at any point with 2-10-2 type 3600 class engines or 45 miles per hour with consolidation engines.

35. Motor cars backing up must not exceed ten miles per hour in any yard and over highway crossings.

36. Speed on Brickland spur not exceed 8 miles per hour.

37. All eastward trains reduce speed to 20 miles per hour over switch at Brickland.

38. Westward out of Steins, Dragoon, Mescal and Estrella, and eastward out of Mescal, for the first three miles, no one mile shall be made by freight trains in less than three minutes.

39. Trains or engines must not exceed 10 miles per hour entering, leaving or moving on any siding or other track auxiliary to main track, or when passing from double to single track.

40. Engines running light must not exceed the maximum speed permitted freight trains unless otherwise directed, except that helper engines running forward light may make 25 miles per hour where speed limit of freight trains is 20 miles, in districts as indicated.

SPECIAL INSTRUCTIONS—Continued.

MISCELLANEOUS SPEED RESTRICTIONS—Concluded.

41. Maximum speed of any engine backing up is 25 miles per hour between Yuma and Rio Grande; 15 miles per hour between Tucson and Nogales, and Benson and Calabasas.

42. Trains entering sidings, will do so under control. Responsibility for collision is placed with entering train.

43. Trains handling Tucson and Yuma steam derrick, must not exceed speed of 25 miles per hour on tangent and 15 miles per hour on curves of 4 degrees or over.

MISCELLANEOUS INSTRUCTIONS.

44. While cars or engines are rounding curve on Brickland spur, employees must not get off or on, or hang on or lean from sides of cars or engines, on inside of curves account projecting rocks and pier of bridge.

45. Engines must, in every instance, be cut off from freight trains of over 20 cars before taking water.

46. No crossing shall be blocked for a period of five minutes or longer at Tucson.

47. No crossing shall be blocked for a period of ten minutes or longer at Deming.

48. All trains and engines must be brought under control a sufficient distance before reaching crossing of electric street railway, Stone Avenue, Tucson yard, and be prepared to stop, if necessary.

49. Between Colorado River Bridge and Fourth Street, Patio, use of locomotive whistle is prohibited except in emergency, and answering air signal when testing brakes.

50. Engines of westward passenger trains must stop east of the Colorado River Bridge.

51. Trains taking siding at Sentinel, to meet or be passed, will be governed as follows: Westward trains will take eastward siding; eastward trains will take westward siding.

52. Between Mescal and Benson eastward, Dragoon and Benson westward, Sonoita and Calabasas eastward, and Steins and San Simon westward, freight train tonnage must not exceed the average of 120 ms. per operative brake.

53. When one torpedo is exploded, train will come to a stop as per Rule 15. If no person is at hand to explain the placing of the torpedo, train may proceed as hereinafter provided.

(a) If view is obscured by curves, fog or storm, flagman must be sent ahead and train may follow, under control, in the manner prescribed by Rule 504.

(b) If track is seen to be clear, or within automatic block limits, if signals indicate ''PROCEED,'' a train may proceed, but will run under control not exceeding six miles per hour for a distance of one-half mile, before resuming full speed.

54. On double track lines, when a train finds a fusee burning red, train must be brought to a stop, and may then proceed cautiously not exceeding six (6) miles per hour, to the obstruction or until clear signal is reached, or until track is known to be clear.

55. When trains leave stretches of continuously blocked-signaled track, red fusee will be left near the last signal, when it is possible a train is following less than ten (10) minutes. Conductor and enginemen having knowledge from any source whatsoever that the preceding train is less than ten (10) minutes ahead of them leaving stretches of track that are continuously block-signaled, will space themselves at the last signal in accordance with Rule 91.

56. When doubling, engine running for water, or for any other purpose, it becomes necessary to leave a portion of a train on the main track, a red flag by day and a red light by night must be placed on the head car of the standing cut of cars, and in addition two torpedoes placed not less than one-fourth mile in advance thereof. Enginemen must know the location of cars thus left standing and must use extreme care in returning for rear portion of train.

57. When a train stops for an unattended red signal, except a fixed signal or red fusee, flagman must be promptly sent ahead for one-half mile, and after waiting reasonable time for flagman to precede train, it will follow at a speed not exceeding six (6) miles per hour through the half mile limit.

58. Yellow flags and lamps, or slow boards, will be placed one-fourth mile on each side of structures or piece of track over which speed of trains must not exceed fifteen miles per hour, or rate of speed specified by bulletins, train orders, or slow boards.

59. Where two or more main tracks are involved the placing of signals on the right hand side of track in the governing direction is the proper procedure.

60. P. F. E. cars, oil cars of over 7500 gallon capacity, furniture cars, automobile cars, coke racks, or cars of over 40 feet in length, will not be handled between Sonoita and Calabasas without special authority in each case.

Such cars offered for movement will be set out and this office advised. Low cars will not be accepted weighing over 161,000 lbs. gross.

61. First-class trains meeting at Gila, the train of inferior direction or the train that is required to take siding, will take siding at the passenger station unless otherwise instructed.

DOUBLE TRACK AND SWITCH LINE UP AND DERAILERS IN MAIN TRACK

62. Derailing switch 579 feet west of west switch Nogales, may be run through by eastward trains. Westward trains must stop and examine this switch before crossing. After any train has crossed, switch must be left set and locked for derail. No train must pass over this switch at a speed to exceed 6 miles per hour.

YARDS.

63. Yards are established at the following stations: Patio, Gila, Maricopa, Casa Grande, Tucson, Benson, Nogales, Bowie, Lordsburg and Deming.

64. Rules 93 and D-93 are revised as follows: ''Within yard limits the main track may be used, protecting against first class trains. ALL trains must approach yard limits and pass through yards under control.''

TELEGRAPHONE CALLS.

Patio: ——
Welton: o o o ——
Mohawk: o o
Dome: —— o o o
Sentinel: —— —— —— o
Gila: —— o ——
Estrella: o o o
Maricopa: —— —— o o
Casa Grande: —— o
Red Rock: o —— o ——
Tucson Dispatcher's Office: —— —— ——
Benson: o o —— ——
Dragoon: —— —— o
Bowie: o o o o
San Simon: o —— o
Steins: —— —— o o
Lordsburg: —— —— ——
Deming: —— ——
Cambray: o o o ——
Lanark: —— —— —— o
Nogales: o o o o o
El Paso: ——

OVERHEAD STRUCTURES.

Below is a list of overhead structures on Tucson Division that do not clear man standing on top of high car:

Yuma and Rio Grande.

Bridge over San Pedro River........Mile Post 1033.67—21′ 3″

Benson—Calabasas Line.

Bridge over San Pedro River........Mile Post 1051.99—19′ 3″
" " Babacomari Creek........" " 1055.31—20′ 6″
" " Babacomari Creek........" " 1067.43—20′ 0″
" " Sonoita Creek........" " 1104.73—19′ 5″
" " Sonoita Creek........" " 1108.64—20′ 0″

All employees are warned that it is dangerous to stand erect on cars, particularly of extraordinary height, while passing any of these points, and must use necessary precaution to protect themselves from injury.

AVERAGE WEIGHTS OF PASSENGER TRAIN CARS.

Kind of Cars	Average Weights, Pounds		
	Wood	Steel	Steel Underframe
Pullman Parlor	115,000	146,000	
" Observation	124,500	151,000	127,000
" Std. Sleepers	125,000	153,000	145,000
" Tourist	94,000		133,000
Buffet		130,000	122,000
" (Dynamo)		146,000	
Observation	122,000	145,000	131,000
Dining	128,000	147,000	135,000
Business	107,000	178,000	135,000
Chair	86,000	98,000	
Coaches	80,000	95,000	
Postal		110,000-60′ 77,000-40′	
Baggage	79,000	90,000	
" (Dynamo)		105,000	
" and Passenger	61,000		
" and Mail	77,000	121,000-69′ 90,000-60′	93,000
Tea and Silk	48,000		
Horse Express	81,000		

SURGEONS-TUCSON DIVISION

Name—	Location	District
DR. F. K. AINSWORTH, Manager and Chief Surgeon	San Francisco, Cal.	All
DRS. J. A., H. D. and E. B. KETCHERSIDE	Yuma, Ariz.	Yuma and Mohawk
DR. C. E. ROONEY, Assistant District Surgeon	Yuma, Ariz.	Yuma and Mohawk
DR. L. H. RICHARDS	Gila, Ariz.	Mohawk and Maricopa
DR. C. A. KLEIN	Maricopa, Ariz.	
DR. E. J. GUNGLE	Casa Grande, Ariz.	
DR. A. W. OLCOTT, Division Surgeon	Tucson, Ariz.	Maricopa and Pantano
DR. C. A. THOMAS, Assistant Surgeon	Tucson, Ariz.	Maricopa and Pantano
DR. B. F. MORRIS, Oculist and Aurist	Tucson, Ariz.	
DR. J. N. MORRISON	Benson, Ariz.	Pantano, Dragoon and Huachuca
DR. W. F. CHENOWETH	Nogales, Ariz.	Huachuca and Nogales
DR. J. B. ELLIS	Cochise, Ariz.	
DR. J. C. WILSON	Willcox, Ariz.	Dragoon and San Simon
DR. M. L. ALEXANDER	San Simon, Ariz.	
DR. M. M. CROCKER	Lordsburg, New Mexico	San Simon and Wilna
DR. S. D. SWOPE	Deming, New Mexico	Wilna and Aden
DR. F. D. VICKERS, Assistant District Surgeon	Deming, New Mexico	Wilna and Aden
DR. H. H. STARK, Oculist and Aurist	El Paso, Tex.	All
DR. R. L. RAMEY, District Surgeon	El Paso, Tex.	Aden and El Paso
DR. G. N. THOMAS, Assistant Surgeon	El Paso, Tex.	Aden and El Paso
DR. J. E. REDDEN	Patagonia, Ariz.	

LOCATION HOSPITAL STRETCHERS.

Yuma
Tucson
Maricopa
Gila
Lordsburg
Deming
Benson
Bowie

HOSPITALS.

General Hospital, S. P. Hospital, San Francisco, Cal.
Division Hospital, St. Mary's Hospital, Tucson, Ariz.

NOTE—Emergency surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

RATING OF LOCOMOTIVES—TUCSON DIVISION

FOR THROUGH AND LOCAL TRAINS IN MS. OF 1000 LBS. BACK OF TENDER

CLASS			ENGINE NUMBERS	BOILER PRESSURE	PATIO to TUCSON	TUCSON to BENSON	BENSON to LORDSBURG	BENSON to LORDSBURG	LORDSBURG to RIO GRANDE	RIO GRANDE to DEMING	DEMING to LORDSBURG	LORDSBURG to BENSON	BENSON to TUCSON	TUCSON to PATIO	BENSON to NOGALES	NOGALES to BENSON	TUCSON to NOGALES	NOGALES to TUCSON
					With Helper	With Helper	With Helper	Single	Single	Single	Single	With Helper	With Helper	Single	Single	Single	Single	Single
E—69	18/24	69	1390, 1393	165	1660	1660	1175	625	1480	1480	1630	1440	1270	1630	625	625	750	1630
M—63	21/28	144	1725 to 1769, 1780 to 1803	195	3575	3575	2500	1400	3125	3125	3435	3140	2860	3435			2550	3435
T—57	18/24	86	2134 to 2153	160	1980	1980	1390	775	1740	1740	1905	1740	1580	1905	775	775	900	1905
T—57	18/24	83	2154 to 2169, 2171 to 2173	160														
T—69	20/28	134	2274 to 2281	200	2940	2940	2065	1130	2595	2595	2855	2560	2310	2855			2050	2855
C—57	22/30	187	2513 to 2599, 2752 to 2830	200	4300	4300	3000	1700	3745	3745	4115	3770	3470	4115			3000	4115
C—57	22/30	184	2694 to 2751	200														
C—57	22/30	178	2680 to 2693	200	4320	4320	3020	1720	3765	3765	4135	3810	3510	4135			3000	4135
TW—51	20/26	120	2933, 2935, 2936	170	3130	3130	2195	1250	2730	2730	3000	2770	2550	3000			1400	3000
TW—51	20/26	110	2945, 2954	160	2745	2747	1915	1085	2390	2390	2630	2400	2210	2630	1400	1400	1000	2630
A—79	15-25/28	102	3016 to 3024	180	2300	2300	1625	835	2055	2055	2275	1950	1710	2275	1200	1200	1750	2275
A—81	20/26	105	3025 to 3065	200	2425	2425	1700	880	2155	2155	2385	2050	1800	2385			1850	2385
M—63	20/28	126	1701	190	2570	2570	1820	995	2240	2240	2475	2220	2040	2475			1950	2475
T—63	22/28	160	2353 to 2362	180	3465	3465	2410	1330	3025	3025	3325	2940	2700	3325			3000	3325
P—77	22/28	141	2400 to 2437	200	3160	3160	2170	1175	2790	2790	3080	2710	2430	3080			2550	2710
MK—63	26/28	210	750, 756, 765, 3240 to 3253	200	5000	5000	4000	2000	4450	4450	4860	4450	4200	4450			4000	4450
					Helper 0.5 Patio to Ivalon Helper I. Gila to Estrella	Helper 1.0 Tucson to Mescal	Helper I. Benson to Dragoon and Simon to Steins					Helper Bowie to Raso 2 miles East Cochise to Dragoon	Helper Benson to Mescal					
Allowance for empty or underloaded cars.			Less than 40 Ms 40 Ms to 50 Ms.		6 3	3 0	3 0	3 0	6 3	6 3	6 3	3 0	3 0	6				

MAXIMUM SPEEDS FOR WHICH LOCOMOTIVES ARE COUNTERBALANCED.

All Locomotives, with the following exceptions are Counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels.

Class of Locomotive	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
A-1	3000 to 3009	63	45120 lbs.
A-2	3022	64	44500 "
F-2	3600	45	45200 "
MC-1	4000 and 4001	53	42760 "
MC-2	4002 to 4016	53	42760 "
MC-4	4017 to 4028	53	43130 "
MC-6	4029 to 4043	53	43230 "
MC-6	4044 to 4048	53	42680 "
MK-2	3200 to 3202, 3205, 3206, 3210, 3211	49	46140 "
MK-4	3216 to 3230, 3232 to 3235	49	45560 "
MM-2	4200 to 4211	56	46300 "
T-6	2187, 2190, 2194, 2200, 2203, 2204, 2205	50	22740 "
T-6	2197, 2208	45	24110 "
T-28	2311 to 2314, 2316, 2317, 2320, 2323, 2325, 2327, 2328, 2330, 2342, 2343, 2352	54	46220 "
TW-2	2946, 2948 to 2953	43	25860 "
TW-4	2926 to 2931	44	26000 "

Note.—Maximum speed in miles per hour is based on vertical disturbing force of Counterbalance not exceeding 75% of static wheel load, and maximum wheel pressures shown obtain at speeds indicated.

The above table is for the information of engineers, and must not be construed in any way to authorize exceeding speed limits specified in speed restriction table.

WM. WILSON,
Superintendent

A. E. BROWN
E. D. LEAVITT
Assistant Superintendents

TRAINMASTERS

C. L. ZWICK, . Lordsburg
J. J. SULLIVAN, . . Yuma
R. G. PROSOLE, . Tucson

TRAIN DISPATCHERS

O. HAEFER | **R. E. KEANE** | **S. F. HYDE** | **G. STEWART** | **J. L. GLENN** | **M. W. CASSADY**
J. E. JAY | **H. W. CASSADY** | **A. F. De HART** | **W. A. POOLE** | **L. C. BELDEN**
O. L. FULTZ | **W. M. FULLER** | **J. HARDY** | **O. L. SPAULDING** | **J. E. NUSZ**

Chief Train Dispatcher, J. J. COWIN
Asst. Chief Train Dispatcher, C. P. DEVLIN
" " " " R. E. McQUAY
Asst. Chief Train Dispatcher, H. G. BONORDEN
" " " " F. W. LIVESLEY

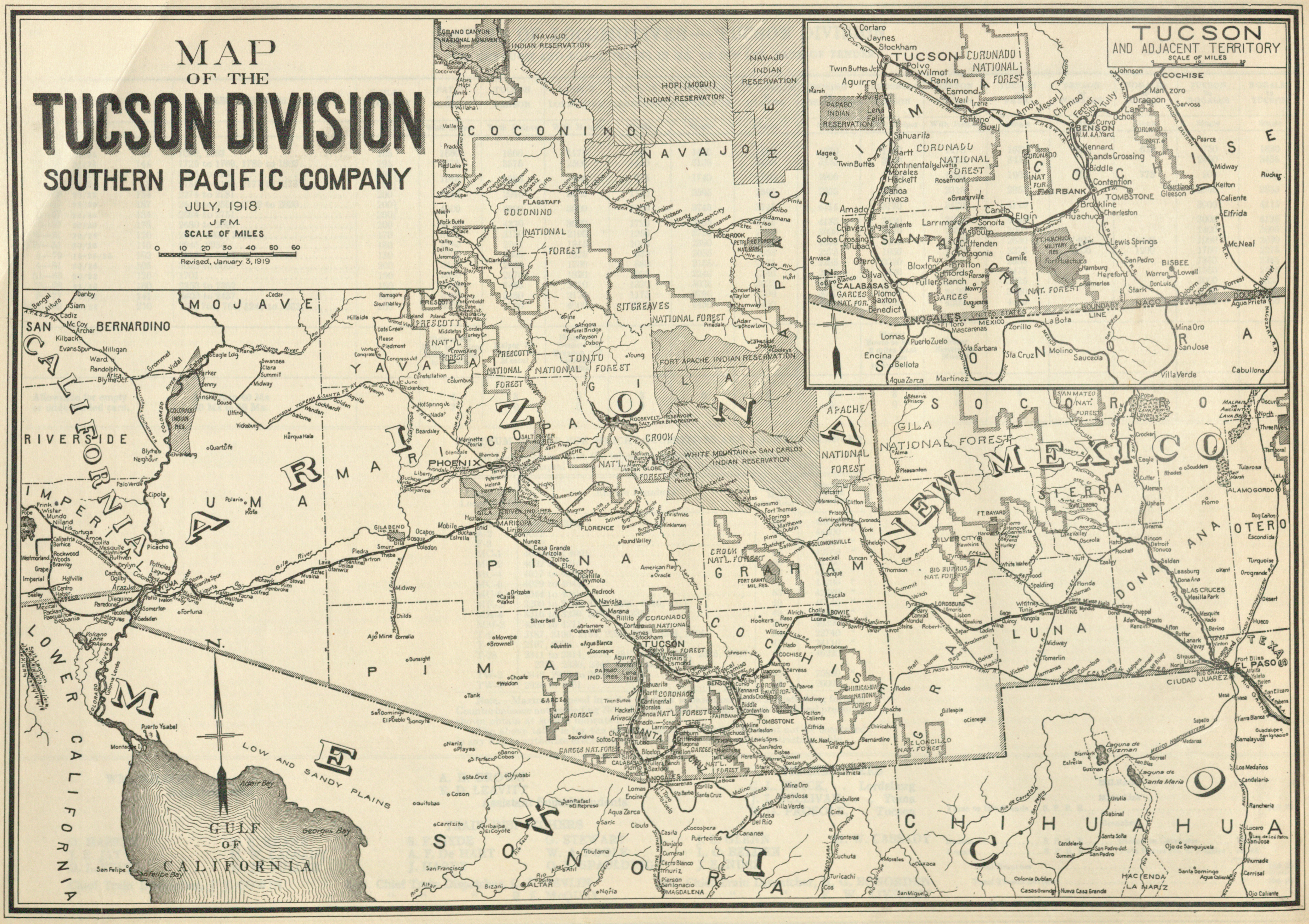
MILEAGE

Main Line

Yuma to Rio Grande	S. P. R. R.		560.72

Branches

Benson	S. P. R. R.	Benson to Calabasas	78.75
Nogales	S. P. R. R.	Twin Buttes Jct. to Nogales	65.48
Total Branches			144.23
Total Tucson Division			704.95



MAP OF THE TUCSON DIVISION

SOUTHERN PACIFIC COMPANY

JULY, 1918

J.F.M.

SCALE OF MILES

Revised, January 3, 1919

0 10 20 30 40 50 60
TUCSON AND ADJACENT TERRITORY
SCALE OF MILES
ARIZONA
NEW MEXICO
CALIFORNIA
LOWER CALIFORNIA
MEXICO
SONORA
CHIHUAHUA
TEXAS
SAN BERNARDINO
RIVERSIDE
IMPERIAL
MOJAVE
YUMA
YAVAPAI
MARICOPA
COCONINO
NAVAJO
APACHE
GILA
PINAL
PIMA
GRAHAM
COCHISE
SANTA CRUZ
GREENLEE
SOCORRO
SIERRA
GRANT
LUNA
DONA ANA
OTERO
GRAND CANYON NATIONAL MONUMENT
NAVAJO INDIAN RESERVATION
HOPI (MOQUI) INDIAN RESERVATION
COCONINO NATIONAL FOREST
SITGREAVES NATIONAL FOREST
PRESCOTT NATIONAL FOREST
TONTO NATIONAL FOREST
FORT APACHE INDIAN RESERVATION
WHITE MOUNTAIN or SAN CARLOS INDIAN RESERVATION
CROOK NAT'L FOREST
APACHE NATIONAL FOREST
GILA NATIONAL FOREST
CORONADO NATIONAL FOREST
GARCES NAT. FOREST
CHIRICAHUA NATIONAL FOREST
PELONCILLO NAT. FOREST
BIG BURROS NAT. FOREST
PAPAGO INDIAN RESERVATION
FT. HUACHUCA MILITARY RES.
COLORADO INDIAN RES.
GILA RIVER IND. RES.
ROOSEVELT RESERVOIR
BOUNDARY LINE
UNITED STATES
PHOENIX
TUCSON
YUMA
FLAGSTAFF
PRESCOTT
HOLBROOK
GLOBE
FLORENCE
MARICOPA
GILA BEND
NOGALES
BENSON
FAIRBANK
TOMBSTONE
BISBEE
DOUGLAS
NACO
COCHISE
BOWIE
SOLOMONSVILLE
LORDSBURG
DEMING
SILVER CITY
LAS CRUCES
ALAMOGORDO
EL PASO
CIUDAD JUAREZ
CALABASAS
GULF OF CALIFORNIA
LOW AND SANDY PLAINS
Adair Bay
Georges Bay
San Felipe Bay
Laguna de Guzman
Laguna de Santa Maria
N.
HACIENDA LA NARIZ